Warning: Refer to current foreign charts and flight information publications for information within foreign airspace

L-36
PANELS
EFGHIJ
1"=7 NM

L-35
PANELS
ABCD
1"=7 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL

EFFECTIVE 0901Z 23 SEP 2010
TO 0901Z 18 NOV 2010

Consult NOTAMs for latest Information

Published by the
U.S. Department of Transportation
Federal Aviation Administration
AeroNav Services
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CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

FOR RECOMMENDATIONS REGARDING FORMAT AND CONTENT CONTACT:
FAA, Aeronautical Information Services, AJR-321
800 Independence Ave., S.W.,
Washington, D.C. 20591
Online at http://nfdc.faa.gov
Email 9-AWA-ATOR-AIS-feedback@faa.gov
Telephone 1-866-295-8236

FOR CHARTING ERRORS CONTACT:
FAA, National Aeronautical Navigation Services, ATO-W
SSMC-4, Sta. # 4259
1305 East-West Highway
Silver Spring, MD 20910-3281
Telephone 1-800-626-3677
Email 9-AMC-Aerochart@faa.gov

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
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MILITARY
For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

Frequently asked questions (FAQ) are answered on our web site at http://AERONAV.FAA.GOV. See the FAQs prior to contact via toll free number or email.

ATTENTION

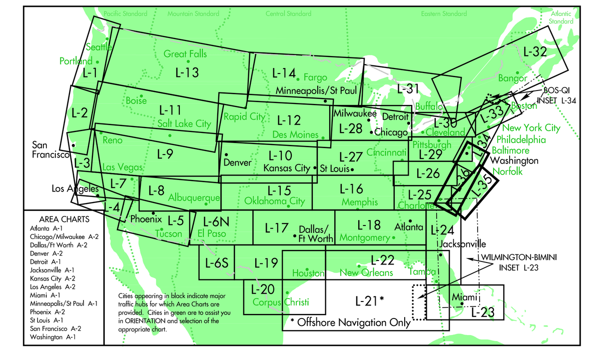
THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (OROCA).
The off route obstruction clearance altitudes shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The OROCA is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions. OROCA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. ADIZ, OROCA provides obstruction clearance with a 3000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVAID signal coverage or communication coverage, and would not be consistent with altitudes assigned by Air Traffic Control.

Example: 12,500 feet 12⁵

23 SEP 2010
UNITED STATES

L 35

Federal Aviation Administration



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

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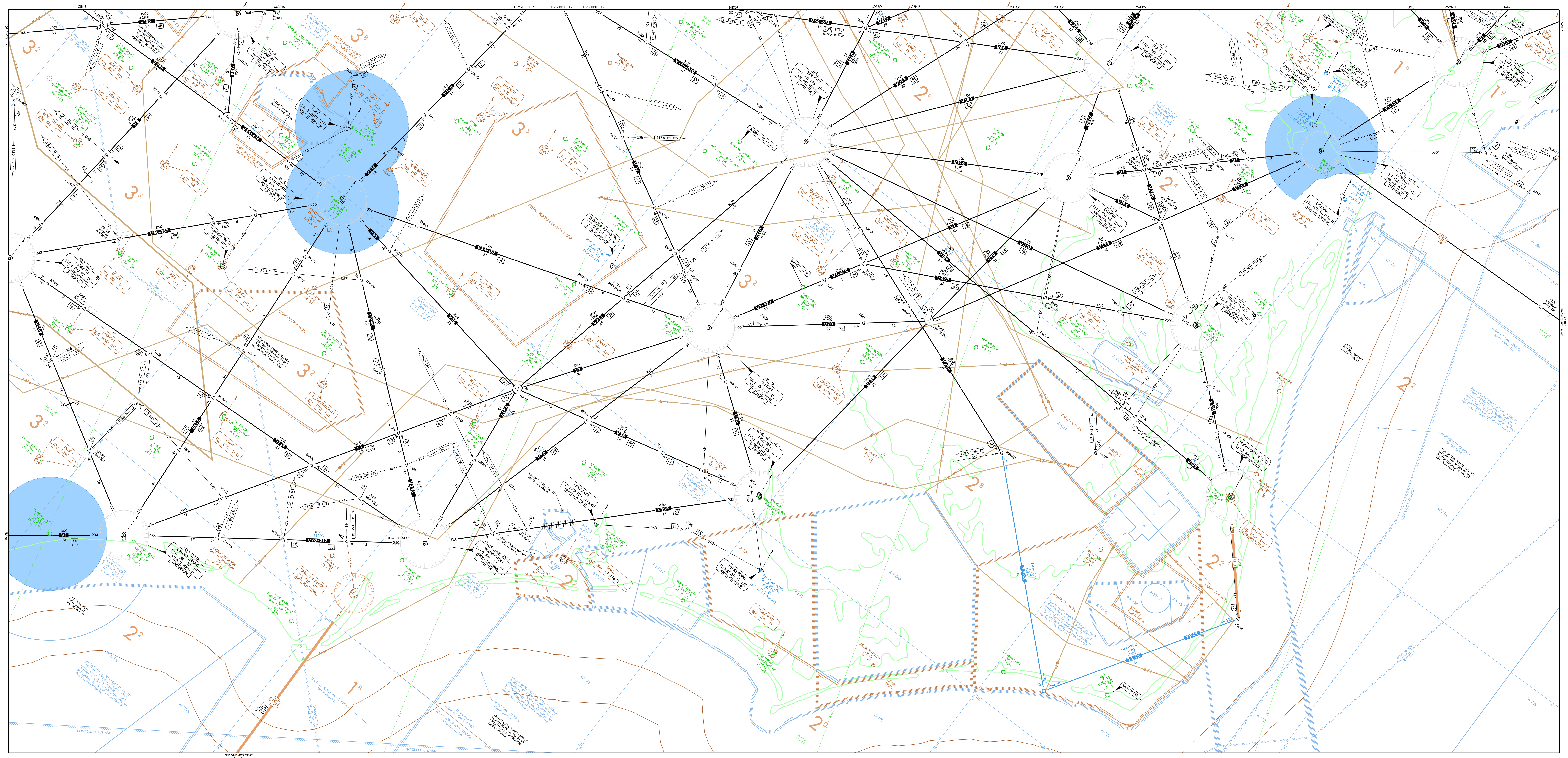

MILITARY TRAINING ROUTES

NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE
IR-12	500 AGL TO 3000	IR-718	7000 TO 8000	VR-54	100 AGL TO 9500
IR-22	9000 TO 10000	IR-719	5000 TO 8000	VR-71	100 AGL TO 9500
IR-35	300 AGL TO 4000	IR-720	5000 TO 8000	VR-73	100 AGL TO 6500 AGL
IR-62	3000 TO 5000	IR-721	300 AGL TO 8000	VR-83	500 AGL TO 6500
IR-81	9000 TO 10000	IR-760	SURFACE TO 6000	VR-84	100 AGL TO 6500 AGL
IR-82	9000 TO 10000	IR-762	SURFACE TO 9000	VR-85	500 AGL TO 5000
IR-83	9000 TO 10000	VR-41	100 AGL TO 10500	VR-86	500 AGL TO 3000
IR-714	SURFACE TO 6000	VR-42	100 AGL TO 10500	VR-87	100 AGL TO 8000
IR-715	3000 TO 8000	VR-43	100 AGL TO 10500	VR-96	500 AGL TO 6500

ARTCC three letter idents: Albuquerque ZAB, Atlanta ZTL, Boston ZBW, Chicago ZAU, Cleveland ZOB, Denver ZDV Fort Worth ZFW, Houston ZHU, Indianapolis ZID, Jacksonville ZJX, Kansas City ZKC, Los Angeles ZLA, Memphis ZME Miami ZMA, Minneapolis ZMP, New York ZNY, Oakland ZOA, Salt Lake City ZLC, Seattle ZSE, Washington ZDC

P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS
CANADA: CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS

All altitudes are MSL unless otherwise indicated
FL - Flight Level
Time - Hours shown are UTC unless otherwise indicated
Days - Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset
Nights - Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise
Cont - Continuous: 24 hrs a day, 7 days a week
‡ - During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.
NOTAM - Use of this term in Restricted Areas indicates FAA And DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

SPECIAL USE AIRSPACE

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
P-56	To 18000	Cont	Cont	VFR-IFR	NO A/G	I
P-73	To But Not Including 1500	Cont	Cont	VFR-IFR	NO A/G	I
R-4001A	Unlimited To 10000 Higher By NOTAM	Cont Cont By NOTAM	1200-0500Z‡ 0500-1200Z‡ By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
R-4001B	To 10000 Higher By NOTAM	Intermittent By NOTAM	Intermittent By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
R-4002	To 20000	Cont *1	Sunrise To 0500Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-4005	To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-4006	3500 To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I,J
R-4007	To But Not Including 5000	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-5301	To 14000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	C
R-5302A	To 14000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5302B	100 AGL To 14000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5302C	100 AGL To 3000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5303A	To But Not Including 7000	Mon-Fri *1	1100-2300Z‡	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5303B	7000 To But Not Including 10000	By NOTAM	By NOTAM	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5303C	10000 *2	By NOTAM	By NOTAM	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5304A	To But Not Including 7000	Mon-Fri *1	1100-2300Z‡	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5304B	7000 To But Not Including 10000	By NOTAM	By NOTAM	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5304C	10000 *2	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	B
R-5306A	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5306C	1200 *2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5306D	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5306E	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5311A	To But Not Including 7000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5311B	7000 To But Not Including 12000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5311C	12000 To But Not Including FL 290	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5313A	To 10000	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5313B	100 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5313C	100 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C,D
R-5313D	500 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5314A,D	To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314B	500 AGL To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314C,F	200 AGL To 15000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314E	500 AGL To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
R-5314H	500 AGL To 10000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314J	1000 AGL To 6000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-6601	To 5000	Cont *1	1200-0400Z‡	VFR-IFR	FAA, POTOMAC TRACON	H,I
R-6602A	To But Not Including 4000	5/1-9/15 *1	Cont	VFR-IFR	ZDC CNTR/FSS	G,H
R-6602B	4000 To But Not Including 11000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	G,H
R-6602C	11000 To But Not Including 18000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	G,H
R-6604A,B	UNLTD	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	I
R-6606	To 51000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	D
R-6608A-C	To 10000	Cont	1000-0500Z‡	VFR-IFR	FAA, POTOMAC TRACON	I
R-6609	To FL 200	Cont *1	1300-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6611A	To 40000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6612	To 7000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6613A	To 40000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
A-530	*2	Cont	1200-0400Z‡	VFR	No A/G	B,C
A-531	200 AGL To 1500 AGL	Mon-Fri Sat-Sun	Intermittent 1100-0500Z‡ By NOTAM	VFR	No A/G	A,E,F
W-50A-C	To FL 750	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	D
W-72A	UNLTD To But Not Including 2000 *3	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	D
W-72B	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	D
W-110	To FL 230	Intermittent	By NOTAM	VFR-IFR	FACSFAC VACAPES	D
W-122	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	B,C,D
W-177A	To FL 500	Cont	Sunrise To 0600Z‡	VFR-IFR	ZJX CNTR/FSS	A
W-177B	To FL 300	Cont	Sunrise To 0600Z‡	VFR-IFR	ZJX CNTR/FSS	A
W-386	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	D,I,J

MILITARY OPERATIONS AREAS

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
CORE	3000 *2	Mon-Fri *1	Intermittent 1200-0400Z‡	VFR-IFR	CHERRY PT MCAS APP CON	C
DEMO 1	500 To 5000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
DEMO 2	10000 To 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
DEMO 3	Above 5000 To 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
FARMVILLE	300 AGL To 5000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	G,H
FORT BRAGG NORTH AREA A	500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG NORTH AREA B	4000 To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG SOUTH AREA A	500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG SOUTH AREA B	1500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
GAMECOCK A	7000 *2	Intermittent Mon-Fri *1	1130-0330Z‡ By NOTAM	VFR-IFR	ZDC CNTR/FSS	A,E,F
GAMECOCK B	10000 *2	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK C	100 AGL To 10000	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK D	10000 *2	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK I	100 AGL To 6000	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
HATTERAS F	3000 To 13000	Mon-Fri *1	1200-0300Z‡	VFR-IFR	ZDC CNTR/FSS	B
HILL	To 3000	Cont	Days	VFR-IFR	FAA, POTOMAC APP	H,I
PAMLICO A	8000 *2	Intermittent Mon-Fri *1	Sunrise-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
PAMLICO B	8000 *2	Intermittent Mon-Fri *1	1200-0300Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
PHELPS A	6000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PHELPS B	10000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PHELPS C	15000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PICKETT 1	500 AGL To 6000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	H
PICKETT 2	500 AGL To 10000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	G
PICKETT 3	4000 To 10000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	G,H
SEYMOUR JOHNSON ECHO	7000 *2	Mon-Fri *1	1100-0100Z‡	VFR-IFR	ZDC CNTR/FSS	B,F
STUMPY POINT	To But Not Including 8000	Intermittent Mon-Fri *1	Sunrise-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C,D

*1 Other Times By NOTAM
*2 To But Not Including FL 180
*3 See Face of Chart

AIRPORT LOCATIONS

NAME	ID	PANEL	NAME	ID	PANEL	NAME	ID	PANEL
Aberdeen Fld Pvt	31VA	D,H	Fort Lee AHP 3	VA39	H	Odell Williamson Muni	60J	A
Accomack Co	MFV	I	Franklin Muni-John	FKN	C,H	Orange Co	OMH	H
Airlie Pvt	2VA9	I	Freeway	W00	I	P K Arpk	5W4	A,F
Albert J Ellis	OAJ	B	Gastonia Muni	AKH	E	Pageland	PYG	E
Allen C Perkinson	BKT	H	Goldhill Pvt	NC25	E	Patuxent River NAS	NHK	I
Andrews AFB	ADW	I	Goldsboro-Wayne	GWW	B,F	Person Co	TDF	G
Anson Co-Jeff Cloud Fld	AFP	E	Grand Strand	CRE	A	Phillips AAF	APG	J
Asheboro Rgnl	HBI	F	Grays Creek	2GC	A,F	Piedmont Triad Intl	GSO	F
Atlantic Fld MCOLF	12NC	C	Halifax-Northampton	IXA	C,G	Pine Island Pvt	7NC2	D
Baltimore/Washington	BWI	I	Hampton Roads Exec	PVG	D,H	Pitt-Greenville	PGV	C
Bay Bridge	W29	I	Hanover Co Muni	OFP	H	Plymouth Muni	PMZ	C
Billy Mitchell	HSE	C	Harford Co	0W3	J	Pope AFB	POB	A,F
Bogue Fld MCALF	NJM	B	Harnett Rgnl Jetport	HRJ	B,F	Potomac Airfield	VKX	I
Brookneal/Campbell	0V4	G	Hartsville Rgnl	HVS	E	Powhatan Pvt	VA57	I
Burlington-Alamance	BUY	F	Harvey Point Defense	NC01	C	Propst Pvt	NC19	E
Cambridge-Dorchester	CGE	I	Hemingway-Stuckey	38J	E	Quantico MCAF	NYG	I
Camp Davis MCOLF	14NC	B	Henderson Fld	ACZ	B	Raleigh East Pvt	9NC0	B,F
Camp Peary Landing	W94	H	Henderson-Oxford	HNZ	G	Raleigh-Durham Intl	RDU	F
Cape Fear Rgnl Jetport	SUT	A	Horace Williams	IGX	F	Raleigh Exec Jetport	TTA	F
Causey	2A5	F	Hummel Fld	W75	I	Richmond Co	RCZ	A,E
Charlotte/Douglas Intl	CLT	E	Hyde Co	7W6	C	Richmond Intl	RIC	H
Charlotte-Monroe Exec	EQY	E	Jaars-Townsend	N52	E	Ridgely Arpk	RJD	J
Charlottesville	CHO	H	Johnston Co	JNX	B,F	Rock Hill/York Co	UZA	E
Chase City Muni	CXE	G	Josephs Pvt	DE49	J	Rocking A Farm Pvt	NC86	A,F
Cheraw Muni/Lynch	CQW	A,E	Kinston Rgnl Jetport	ISO	B	Rockingham Co	SIF	F
Cherry Point MCAS	NKT	B	Lake City Muni	51J	E	Rocky Mount-Wilson	RWI	B,G
Chesapeake Ranch	MD50	I	Lake Country Rgnl	W63	G	Ronald Reagan	DCA	I
Chesapeake Rgnl	CPK	D	Lake Norman Arpk	14A	E	Rowan Co	RUQ	E
Chester Catawba Rgnl	DCM	E	Lancaster Co	LKR	E	Salisbury-Ocean City	SBY	J
Chesterfield Co	FCI	H	Langley AFB	LFI	D,H	Seymour Johnson AFB	GSB	B,F
Chorman	D74	J	Laurinburg-Maxton	MEB	A,E	Shannon	EZF	I
Clearview Arpk	2W2	J	Lawrenceville	LVL	G	Siler City Muni	5W8	F
Clinton-Sampson Co	CTZ	B,F	Lee	ANP	I	Simmons AAF	FBG	A,F
Coastal Carolina Rgnl	EWN	B	Lee Co-Butters Fld	52J	E	Smith Reynolds	INT	F
Coffman Fld Pvt	0VA5	H	Lee Creek Pvt	NC12	C	Southeast Greensboro	3A4	F
College Park	CGS	I	Louisa Co/Freeman	LKU	H	Stafford Rgnl	RMN	I
Columbus Co Muni	CPC	A	Lumberton Muni	LBT	A,E	Stanly Co	VUJ	E
Concord Rgnl	JQF	E	Lunenburg Co	W31	G	Suffolk Exec	SFQ	D,H
Conway-Horry Co	HYW	A	Lynchburg Rgnl	LYH	G	Sussex Co	GED	J
Crewe Muni	W81	H	Mackall AAF	HFF	A,F	Tangier Island	TGI	I
Crisfield Muni	W41	I	Manassas Rgnl/Harry	HEF	I	Tappahannock-Essex	XSA	I
Culpeper Rgnl	CJR	H	Marion Co	MAO	A,E	Tarboro-Edgecombe	ETC	C,G
Currituck Co Rgnl	ONX	D	Marlboro Co Jetport	BBP	A,E	The Duchy Pvt	5NC5	F
Curtis L Brown Jr Fld	EYF	A,F	Martin Co	MCZ	C	Tipton	FME	I
Dahlgren Naval	NDY	I	Martin State	MTN	I	Tri-Co	ASJ	C,G
Danville Rgnl	DAN	G	Maryland	2W5	I	Triangle North Exec	LHZ	B,G
Dare Co Rgnl	MQI	D	Meadow Brook Fld	N63	F	Triple W	5W5	B,F
Darlington Co Jetport	UDG	E	Mecklenburg-Brunswick	AVC	G	Twin City	5J9	A
Davidson Co	EXX	F	Michael J Smith Fld	MRH	B	Twin Lakes	8A7	F
Davison AAF	DAA	I	Middle Peninsula Rgnl	FYJ	H	Wakefield Muni	AKQ	H
Dillon Co	DLC	A,E	Montgomery Co	43A	F	Wallops Flight Facility	WAL	I
Dinwiddie Co	PTB	H	Montgomery Co Arpk	GAI	I	Warren Fld	OCW	C
Dogwood Arpk Pvt	VA42	I	Moore Co	SOP	A,F	Warrenton-Fauquier	W66	I
Duplin Co	DPL	B	Mount Olive Muni	W40	B,F	Washington Dulles Intl	IAD	I
Easton/Newnam Fld	ESN	I	Myrtle Beach Intl	MYR	A	Washington Exec	W32	I
Elizabeth City CG Air	ECG	D	New Kent Co	W96	H	Webster NOLF	NUI	I
Emporia-Greensville	EMV	G	New River MCAS	NCA	B	Weide AHP	EDG	J
Falwell	W24	G	Newport News	PHF	D,H	Western Sussex/Booth	N06	J
Farmville Rgnl	FVX	H	Norfolk Intl	ORF	D,H	William M Tuck	W78	G
Fayetteville Rgnl	FAY	A,F	Norfolk NS	NGU	D,H	Williamsburg	JGG	H
Felker AAF	FAF	D,H	Northeastern Rgnl	EDE	C	Wilmington Intl	ILM	B
Fentress NALF	NFE	D	Oak Grove MCOLF	13NC	B	Wilson Industrial Air	W03	B,G
First Flight	FFA	D	Ocean City Muni	OXB	J	Winnabow Pvt	77NC	A
Florence Rgnl	FLO	E	Oceana NAS/Apollo	NTU	D			
Forest Hill Pvt	MD31	J	Ocracoke Island	W95	C			

L-35
PANELS
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L-36
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UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

LEGEND

AIRPORTS

Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPs. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.

LAND: Civil; Civil - Military; Military; Heliport
SEA: Civil

1. A solid line box enclosing the airport name indicates FAR 93 Special Requirements-see Directory/Supplement
2. "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited
3. [C] or [D] following the airport name indicates Class C or Class D Airspace
4. Pvt - Private use
5. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.

Airport Ident; ICAO Location Indicator shown outside contiguous U.S.; Airport Elevation; Automatic Terminal Information Service; CITY Airport Name (APT) (ICAO) [D] * 280 © * 43s (A) *109.8; Part-time; Frequency; Part-time or established by NOTAM. See Airport/Facility Directory for times of operation. In Alaska see Supplement Alaska; Longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00); s indicates soft surface

Lighting Capability:
L Lighting available
© Pilot Controlled Lighting
* Part-time or on request
- No lighting available
At private facilities - indicates no lighting information is available.

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS
VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN

COMPASS ROSES Oriented to Magnetic North of NAVAID which may not be adjusted to the charted isogonic values. Smaller sizes are used in congested areas.

VOR; VOR/DME; TACAN; VORTAC

LF/MF Non-directional Radiobeacon or Marine Radiobeacon with magnetic north indicator
UHF Non-directional Radiobeacon
LF/MF Non-directional Radiobeacon/DME
Compass Locator Beacon
Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (ASOS/AWOS) not associated with a charted NAVAID or airport
ILS Localizer Course with additional navigation function

COMMUNICATION BOXES
VOR with TACAN compatible DME
Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined.
Crosshatch indicates Shutdown status
(T) Frequency protection usable range at 12,000' AGL - 25NM
(Y) TACAN must be placed in "Y" mode to receive distance information
TACAN Channel paired with VHF Frequency in parenthesis.
Automated Weather Broadcast Systems: (A) ASOS/AWOS (H) HIWAS (T) TWEB
Automated weather, when available, is broadcast on the associated NAVAID frequency.
Stand Alone ASOS/AWOS
Part-Time or On-Request
LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel
TACAN FIX DATA: Ident; Chan; Bearing from TACAN; Distance from TACAN
Freq(s) positioned above thin line NAVAID box is remoted to the NAVAID site. Other freq(s) at the named FSS radio are available, however, altitude and terrain may determine their reception.
Thin line NAVAID boxes without freq(s) and FSS radio name indicates no freq(s) available.
Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have same name
FSS name and identifier not associated with NAVAID
Remote Communications Outlet (RCO). FSS radio name and remoted freq(s) are shown.
SHADOW BOXES indicate Flight Service Stations (FSS). Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 (Canada-121.5, 126.7 and 243.0) are available at many FSSs and are not shown. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD. Frequencies transmit and receive except those followed by R or T:
R - Receive only
T - Transmit only

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

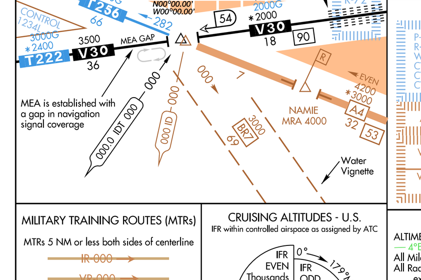
ROUTE DATA
VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN
RNAV Data is depicted in BLUE
VOR Airway; LF/MF Airway; Uncontrolled LF/MF Airway; Oceanic Route; ATS Route; Low Altitude RNAV Route GNSS required
Substitute Route Via/bypassing temporarily shutdown NAVAIDS. See NOTAMs or appropriate publications for specific information.
Unusable Route Segment
Preferred Single Direction Route
Direction of Flight Indicator (Canada only)
Facility Locators used in formation of Reporting Points
Radial outbound from a VHF/UHF NAVAID
Bearing inbound to an LF/MF NAVAID
Magnetic Reference Bearing, outbound from a NAVAID or Fix
Total Mileage between Compulsory Fixes and/or NAVAIDS
Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown
Changeover Point giving mileage to NAVAIDs (Not shown at midpoint locations)
*0000 Minimum Obstruction Clearance Altitude (MOCA)
0000 Minimum Enroute Altitude (MEA)
0000G GNSS RNAV MEA
MAA-00000 Maximum Authorized Altitude (MAA)
MEA, MOCA and/or MAA Change at other than NAVAIDs
Minimum Reception Altitude (MRA)
Minimum Crossing Altitude (MCA)
Holding Pattern with max restricted airspeed: 210K applies to altitudes above 6000' to and including 14000'; 175K applies to all altitudes

FIXES/ATC REPORTING REQUIREMENTS
Fix Compulsory and Non-Compulsory Position Report
RNAV Waypoint Compulsory and Non-Compulsory Position Report
Denotes DME Fix (Distance same as route mileage)
Denotes DME Fix and Mileage
Offset arrows indicate facility forming a fix (away from VHF/UHF, toward LF/MF NAVAID)
Mileage Breakdown or Computer Navigational Fix (CNF) (no ATC functions)

BOUNDARIES
Air Route Traffic Control Center (ARTCC)
ARTCC Remoted Sites with discrete VHF and UHF frequencies
Flight Information Region (FIR)
Type of Area Traffic Service; Ceiling; Floor
Air Defense Identification Zone (ADIZ)
Off Route Obstruction Clearance Altitudes (OROCA) Example: 12,500 feet
International Boundary (Not shown when coincident with ARTCC or FIR)
US/Russia Maritime Boundary
Area of Enlargement (contains only data for through flights) See Area Charts for complete data
Official Time Zone
International Date Line

AIRSPACE INFORMATION
Open area (white) indicates controlled airspace (Class E) unless otherwise indicated
All airspace 14,500' and above is controlled (Class E)
Shaded area (brown) indicates uncontrolled airspace below 14,500' (Class G)
In Canada - Indicates Class B Airspace above 12,500'
Oceanic Control Area (CTA)
Additional Control Area limit
Class B Airspace; Class C Airspace; Mode C Area See FAR 91.215

EXAMPLE OF GROUPING



SPECIAL USE AIRSPACE
P - Prohibited Area
R - Restricted Area
W - Warning Area
A - Alert Area
MOA - Military Operations Area
In Canada:
CYA - Advisory Area
CYD - Danger Area
CYR - Restricted Area
Line delimits internal separation of same Special Use Area
See Airspace Tabulation for complete information

MILITARY TRAINING ROUTES (MTRs)
MTRs 5 NM or less both sides of centerline
MTRs greater than 5 NM either or both sides of centerline
Arrow indicates direction of route
See MTR tabs for altitude range information
All IR and VR MTRs are shown except those VRs at or below 1500' AGL
CAUTION: Inset charts do not depict MTRs

CRUISING ALTITUDES - U.S.
IFR within controlled airspace as assigned by ATC
0° to 179° M: IFR ODD Thousands; VFR or ON TOP ODD Thousands Plus 500'
180° to 359° M: IFR EVEN Thousands; VFR or ON TOP EVEN Thousands Plus 500'
VFR above 3000' AGL unless otherwise authorized by ATC
IFR outside controlled airspace
All courses are magnetic

MISCELLANEOUS
ALTIMETER Altimeter setting change
4°E 2005 Isogonic Line and Value
All Mileages are Nautical except as noted.
All Radials and Bearings are magnetic except as noted.
All Altitudes are MSL except as noted.
All Time is Coordinated Universal Time (UTC), Days are local.
‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona and Hawaii.
North American Datum of 1983 (NAD 83), for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
FOR ADDITIONAL SYMBOL INFORMATION REFER TO THE CHART USER'S GUIDE

US L-35 (BLACK PLATE) US L-35 (BROWN PLATE) US L-35 (BLUE PLATE) US L-35 (GREEN PLATE)